Civil Aircraft and Aircraft Engines; and Aerospace Industry: 2004

Summary

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Current Industrial Reports

Current data are released electronically on Internet for all individual surveys as they become available. Use: http://www.census.gov/mcd/. Individual reports can be accessed by choosing "Current Industrial Reports (CIR)," clicking on "CIRs by Subsector;" then choose the survey of interest. Follow the menu to view the PDF file or to download the worksheet file (XLS format) to your personal computer.

These data are also available on Internet through the U.S. Department of Commerce and STAT-USA by subscription. The Internet address is: www.stat-usa.gov/. Follow the prompts to register. Also, you may call 202-482-1986 or 1-800-STAT-USA, for further information.

SUMMARY OF FINDINGS. In 2005, the value of complete civil aircraft shipments decreased by less than 1 percent to $27.0 billion, from the 2004 value of $27.1 billion. Shipments of complete civil aircraft engines increased by 8 percent to $5.6 billion, from the 2004 value of $5.2 billion.

The backlog of orders for aircraft, missiles, space vehicles, and engines, as of December 31, 2005, was $293.6 billion. This was a 25-percent increase from the 2004 backlog of $234.3 billion.

Net new orders received during 2005 were $181.5 billion, a 38-percent increase from the $131.7 billion received in 2004. Net sales, receipts, and/or billings in 2005 totaled $122.1 billion, a 2-percent decrease from the $124.3 billion reported in 2004.

Address inquiries concerning these data to Investment Goods Industries Branch, Manufacturing and Construction Division, (MCD), Washington, DC 20233-6900, or call Jazmin Rose, 301-763-6210.
For mail or fax copies of this publication, please contact the Information Services Center, MCD, Washington, DC 20233-6900, or call 301-763-4673.

U S C E N S U S B U R E A U

Helping You Make Informed Decisions

U.S. Department of Commerce
Economics and Statistics Administration
U.S. CENSUS BUREAU

Table 1. Quantity and Value of Shipments of Complete Civil Aircraft: 2004 and 2003
[Quantity in units. Value in thousands of dollars]

Product code	Product description	No. of cos.	2004 Quantity	2004 Value	2003 Quantity	2003 Value
33641130	Complete civil aircraft.....	35	3,856	25,707,671	3,460	25,879,644
	Civil aircraft (fixed wing, powered).....	21	1,962	25,188,812	1,946	25,486,365
3364113004	Unladen weight not exceeding 2,000 kg (4,409 lb).....	14	1,063	712,734	1,075	674,690
3364113007	Unladen weight exceeding 2,000 kg (4,409 lb) but not exceeding 15,000 kg (33,069 lb) 1/.....	5	(D)	(D)	(D)	(D)
3364113011	Unladen weight exceeding 15,000 kg (33,069 lb) 1/.....	2	899	24,476,078	871	24,811,675
	Helicopters (rotary wing).....	6	772	490,528	460	365,948
3364113014	Unladen weight not exceeding 2,000 kg (4,409 lb) 2/.....	4	(D)	(D)	(D)	(D)
3364113017	Unladen weight exceeding 2,000 kg (4,409 lb) 2/.....	2	772	490,528	460	365,948
3364113021	Other civil aircraft (nonpowered) and kits.....	9	1,122	28,331	1,054	27,331
33641230	Complete civil aircraft engines.....	8	11,560	6,299,231	10,893	5,762,019
3364123001	Spark-ignition reciprocating or rotary internal combustion 3/.....	6	(D)	(D)	(D)	(D)
3364123004	Turbojet and turbofan: Of a thrust not exceeding 25 (5,620 lb) kN 3/.....	1	(D)	(D)	(D)	(D)
3364123007	Of a thrust exceeding 25 (5,620 lbs) kN 3/.....	3	(D)	(D)	(D)	(D)
3364123011	Turboshaft (turbo propeller): Of a power not exceeding 1,100 kW (820 hp) 3/.....	2	(D)	(D)	(D)	(D)
3364123014	Of a power exceeding 1,100 kW (820 hp) 3/.....	3	(D)	(D)	(D)	(D)
3364123017	Other, including auxiliary power units excluding missiles and space engines 3/.....	1	11,560	6,299,231	10,893	5,762,019

D Withheld to avoid disclosing data for individual companies. kN Kilonewtons. kW Kilowatts.

1/Product codes 3364113007 and 3364113011 are combined to avoid disclosing data for individual companies.

2/Product codes 3364113014 and 3364113017 are combined to avoid disclosing data for individual companies.

3/Product codes 3364123001, 3364123004, 3364123007, 3364123011, 3364123014, and 3364123017 are combined to avoid disclosing data for individual companies.

Table 2. Quantity and Value of Shipments of Complete Civil Aircraft by Month: 2004 and 2003
[Quantity in number of units. Value in thousands of dollars]

Year and month	Civil aircraft, unladen weight greater than 15,000 kg 1/		Helicopters (rotary wing)		Other civil aircraft (nonpowered	
	Quantity	Value	Quantity	Value	Quantity	Value
2004						
January	r/ 85	r/ 1,220,496	r/ 54	r/ 37,297	r/ 98	r/ 2,364
February	r/ 89	r/ 2,097,410	r/ 61	r/ 40,023	r/ 101	r/ 2,457
March	157	2,681,666	r/ 67	r/ 41,205	r/ 99	r/ 2,430
April	r/ 106	r/ 1,919,532	r/ 74	r/ 43,723	r/ 100	r/ 2,459
May	r/ 128	r/ 2,318,034	r/ 74	r/ 43,834	96	r/ 2,507
June	r/ 187	r/ 2,345,796	r/ 60	r/ 38,949	92	r/ 2,353
July	r/ 126	r/ 1,576,359	r/ 82	r/ 45,638	90	r/ 2,337
August	r/ 169	r/ 1,987,452	r/ 46	r/ 35,984	89	2,226
September	r/ 239	r/ 2,176,750	r/ 57	r/ 38,852	r/ 92	r/ 2,369
October	r/ 154	2,062,710	r/ 64	r/ 40,769	r/ 91	r/ 2,337
November	169	r/ 1,784,251	r/ 71	r/ 43,554	86	r/ 2,196
December	r/ 353	r/ 3,018,356	r/ 62	r/ 40,700	88	r/ 2,296
2003						
January	133	1,266,387	27	26,078	103	2,164
February	140	2,090,371	30	28,034	103	2,168
March	161	2,401,887	38	29,058	86	2,213
April	157	1,685,525	39	29,680	89	2,305
May	157	2,028,150	42	30,505	92	2,370
June	197	3,142,953	38	29,520	89	2,352
July	137	2,023,353	47	32,722	89	2,266
August	r/ 131	1,723,490	36	29,735	90	2,378
September	r/ 185	1,951,644	45	32,327	86	2,294
October	144	1,898,370	53	34,372	85	2,275
November	164	2,659,677	40	30,359	85	2,260
December	240	2,614,558	49	33,558	89	2,286

r/Revised by 5 percent or more from previously published data.

1/"Unladen weight under 2,000 kg" and "Unladen weight between 2,000 and 15,000 kg" are combined with "Unladen weight greater than 15,000 kg" to avoid disclosing data for individual companies.

Table 3. Quantity and Value of Shipments of Complete Civil Aircraft Engines: 2004 and 2003
[Quantity in number of units. Value in thousands of dollars]

Year and month	Complete civil aircraft engines 1/			
	Quantity		Value	
2004				
January		848	r/	384,324
February	r/	867		436,131
March		1,056	r/	629,587
April	r/	1,009	r/	491,560
May	r/	972	r/	591,470
June		990	r/	686,959
July	r/	1,006		405,443
August	r/	915	r/	567,695
September	r/	1,035	r/	593,230
October	r/	1,029	r/	500,906
November	r/	850	r/	523,133
December	r/	983	r/	488,793
2003				
January		857		352,145
February		804		428,278
March		1,081		566,315
April		887		441,343
May		862		466,052
June		982		550,624
July		749		417,973
August		790		372,184
September		984		671,932
October		833		366,943
November		1,025		497,174
December		1,039		631,056

r/Revised by 5 percent or more from previously published data.

1/"Spark-ignition reciprocating or rotary internal combustion," "Turbojet and turbofan" and "Turbo propellers" are combined to avoid disclosing data for individual companies.

Table 4. Shipments, Exports, and Imports of Complete Civil Aircraft and Aircraft Engines: 2004
[Quantity in units. Value in thousands of dollars]

Product code 1/	Product description	Manufacturers' shipments		Exports of domestic merchandise 1/ 2/		Imports for consumption 1/ 3/	
		Quantity	Value (f.o.b. plant)	Quantity	Value at port	Quantity	Value
	Civil aircraft (fixed wing, powered):						
3364113004	Unladen weight not exceeding 2,000 kg (4,409 lb).....	1,063	712,734	251	51,645	329	104,406
3364113011	Unladen weight exceeding 15,000 kg (33,069 lb) 4/.....	899	24,476,078	398	20,018,729	468	9,753,609
3364113017	Helicopters (rotary wing) 5/.....	772	490,528	567	312,796	227	494,816
33641230	Complete civil aircraft engines 6/.....	11,560	6,299,231	11,099	5,121,963	3,518	2,611,930

1/For comparison of North American Industry Classification System (NAICS)-based codes with Schedule B export codes, and HTSUSA import codes, see contact at the beginning of this report.

2/Source: Census Bureau report EM 545, U.S. Exports.

3/Source: Census Bureau report IM 145, U.S. Imports for Consumption.

4/Product code 3364113007 is included with 3364113011 to avoid disclosing data for individual companies.

5/Product code 3364113014 is included with 3364113017 to avoid disclosing data for individual companies.

6/Product codes 3364123001, 3364123004, 3364123011, 3364123014, and 3364123017 are included with product code 33641230 to avoid disclosing data for individual companies.

Table 5. Value of Backlog of Orders, and Net Sales Reported by Manufacturers of Complete Aircraft, Space Vehicles, Missiles, and Selected Parts: 1995 to 2004

[Millions of dollars]

Year	Net new orders during year 1/	Net sales during year	Backlog, end of year
2004	132,627	125,237	234,301
2003	117,721	116,445	226,932
2002	114,830	115,202	222,452
2001	122,334	117,088	220,148
2000	140,086	109,311	214,966
1999	115,257	124,181	188,409
1998	109,993	119,258	200,288
1997	118,993	114,946	218,951
1996	126,267	103,115	229,871
1995	109,109	102,797	202,638

1/Represents new orders received during the year less terminations during the year.

Table 6. Value of Net New Orders, Net Sales, and Backlog of Orders of Complete Aircraft, Space Vehicles, Missiles, and Selected Parts, by United States Government and Other Customers: 2000 to 2004

[Millions of dollars]

Year 1/	Net new orders 1/ (prime contracts and subcontracts)			Net sales, receipts, or billings			Backlog, end of year		
	Total	United States Government 2/	Other customers	Total	United States Government 2/	Other customers	Total	United States Government 2/	Other customers
2004	132,627	70,982	61,645	125,237	65,141	60,096	234,301	99,035	135,266
2003	117,721	68,305	49,415	116,445	61,572	54,874	226,932	93,193	133,739
2002	114,830	63,833	50,997	115,202	53,073	62,129	22,452	84,436	138,017
2001	122,334	57,323	65,011	117,088	45,226	71,862	220,148	75,016	145,131
2000	140,086	44,523	95,563	109,311	40,957	68,354	214,966	61,581	153,385

1/Represents new orders received during the year less terminations during the year.

2/Represents prime contracts only. All subcontracts, including those where it is known that the prime contract was let by the U.S. Government, are reported as subcontracts from "Other customers."

Note: Detail items may not add to total due to independent rounding.

Table 7. Value of Net New Orders, Net Sales, and Backlog of Orders of Complete Aircraft, Space Vehicles, Missiles, and Selected Parts by Military and Nonmilitary: 2000 to 2004

[Millions of dollars]

Year 1/	Net new orders 1/ (prime contracts and subcontracts)			Net sales, receipts, or billings			Backlog, end of year		
	Total	Military	Nonmilitary	Total	Military	Nonmilitary	Total	Military	Nonmilitary
2004.....	132,627	75,426	57,201	125,237	69,886	55,351	234,301	114,245	120,056
2003.....	117,721	72,650	45,070	116,445	65,569	50,876	226,932	108,704	118,229
2002.....	114,830	66,437	48,393	115,202	554,222	59,781	222,452	99,948	122,505
2001.....	122,334	63,619	58,714	117,088	47,232	69,856	220,148	90,968	129,180
2000.....	140,086	54,525	85,561	109,311	43,256	66,055	214,966	73,741	141,225

1/Represents new orders received during the year less terminations during the year.

Note: Detail items may not add to total due to independent rounding.

Table 8. Value of Net New Orders, Net Sales, and Backlog of Orders of Complete Aircraft, Space Vehicle, Missiles, and Selected Parts: 2004 and 2003

[Millions of dollars]

Product description	No. of cos.	Net new orders			Shipments (or net sales)	Backlog, end of year
		Total	Prime contract	Sub-contract		
2004						
Total	61	132,627	131,763	864	125,237	234,301
Military	(NA)	75,426	75,426	(NA)	69,886	114,245
U.S. Government	33	67,002	67,002	(NA)	62,294	91,514
Other governments	24	8,424	8,424	(NA)	7,592	22,731
Nonmilitary	(NA)	57,201	56,338	864	55,351	120,056
U.S. Government	14	3,980	3,980	(NA)	2,847	7,521
Other customers	37	53,221	52,358	864	52,504	112,535
Complete aircraft and parts	(NA)	57,838	57,795	43	49,573	131,706
Military	15	22,216	22,216	(NA)	21,298	46,456
Nonmilitary	21	35,622	35,579	43	28,275	85,249
Aircraft engines and parts	(NA)	14,252	14,221	30	16,130	15,422
Military	11	4,882	4,882	(NA)	4,707	5,283
Nonmilitary	14	9,370	9,340	30	11,423	10,139
Missile systems and parts, excluding propulsion units	6	3,745	3,745	-	6,487	10,456
Engines and/or propulsion units for missile systems, including parts	7	921	921	-	536	1,139
Space vehicle systems, including parts, and engines and/or propulsion units for space vehicle systems, including parts 1/	9	9,644	9,611	33	7,335	16,346
Other aircraft, space vehicle, and missile activities 2/	(NA)	12,894	12,229	665	11,686	15,261
Military	(NA)	8,524	8,524	(NA)	7,853	10,850
U.S. Government	14	7,289	7,289	(NA)	6,999	8,684
Other governments	10	1,234	1,234	(NA)	854	2,165
Nonmilitary	11	4,370	3,705	665	3,832	4,412
Research and development (under contract)	(NA)	13,523	13,454	69	13,930	21,194
Military	19	12,887	12,887	(NA)	13,359	20,521
Nonmilitary	10	636	567	69	571	673
All other products and services	(NA)	19,809	19,785	24	19,560	22,777
Military	(NA)	13,150	13,150	(NA)	11,804	12,891
U.S. Government	17	13,078	13,078	(NA)	11,729	12,003
Other governments	9	72	72	(NA)	75	889
Nonmilitary	(NA)	6,659	6,635	24	7,757	9,886
U.S. Government	7	1,494	1,494	(NA)	1,047	1,021
Other customers	17	5,165	5,141	24	6,710	8,865
2003						
Total	45	117,721	117,099	621	116,445	226,932
Military	35	72,650	72,650	(NA)	65,569	108,704
U.S. Government	34	64,389	64,389	(NA)	57,453	86,805
Other governments	20	8,261	8,261	(NA)	8,116	21,899

Table 8. Value of Net New Orders, Net Sales, and Backlog of Orders of Complete Aircraft, Space Vehicle, Missiles, and Selected Parts: 2004 and 2003

[Millions of dollars]

Product description	No. of cos.	Net new orders			Shipments (or net sales)	Backlog, end of year
		Total	Prime contract	Sub-contract		
Nonmilitary	43	45,070	44,449	621	50,876	118,229
U.S. Government	13	3,916	3,916	(NA)	4,119	6,388
Other customers	42	41,154	40,533	621	46,757	111,841
Complete aircraft and parts	23	52,399	52,359	40	49,635	123,465
Military	17	28,151	28,151	(NA)	20,493	45,538
Nonmilitary	20	24,248	24,208	40	29,141	77,927
Aircraft engines and parts	13	12,420	12,412	8	13,847	17,303
Military	10	5,790	5,790	(NA)	5,732	5,108
Nonmilitary	12	6,630	6,622	8	8,115	12,195
Missile systems and parts, excluding propulsion units	5	9,855	9,855	-	7,729	13,198
Engines and/or propulsion units for missile systems, including parts	6	(D)	(D)	-	525	754
Space vehicle systems, including parts, and engines and/or propulsion units for space vehicle systems, including parts 1/	7	(D)	(D)	26	7,325	14,037
Other aircraft, space vehicle, and missile activities 2/	16	11,553	11,075	477	11,025	14,053
Military	15	7,321	7,321	(NA)	7,186	10,179
U.S. Government	15	6,331	6,331	(NA)	6,432	8,395
Other governments	10	990	990	(NA)	754	1,785
Nonmilitary	13	4,232	3,754	477	3,839	3,874
Research and development (under contract)	22	8,651	8,632	18	8,031	21,601
Military	20	7,948	7,948	(NA)	7,473	20,994
Nonmilitary	13	703	684	18	558	607
All other products and services	25	22,631	22,579	52	18,328	22,522
Military	17	15,107	15,107	(NA)	12,647	11,543
U.S. Government	17	15,024	15,024	(NA)	12,463	10,652
Other governments	9	83	83	(NA)	183	891
Nonmilitary	21	7,525	7,472	52	5,681	10,979
U.S. Government	5	606	606	(NA)	718	574
Other customers	19	6,919	6,866	52	4,963	10,405

- Represents zero. D Withheld to avoid disclosing data for individual companies. NA Not available.

1/Data for "Space vehicle systems and parts, excluding propulsion units" are included with data for "Engines and/or propulsion units for space vehicles, including parts."

2/Data for "Other missile activities" are included with data for "Other aircraft and space vehicles."

Note: Net new orders represent new orders received during the year, less terminations during the year. In some cases current backlog will not equal the backlog for the previous period, plus current net new orders, minus current shipments. This is primarily due to respondents changing their accounting procedures from one year to the next. The data for these respondents was not changed to force a balance. Significant imbalances due to reporting errors were investigated and and corrected. Detail items may not add to total because of independent rounding.

Appendix.
General CIR Survey Information, Explanation of General Terms and Historical Note

GENERAL

The CIR program has been providing monthly, quarterly, and annual measures of industrial activity for many years. Since 1904, with its cotton and fats and oils surveys, the CIR program has formed an essential part of an integrated statistical system involving the quinquennial economic census, manufacturing sector, and the annual survey of manufactures. The CIR surveys, however, provide current statistics at a more detailed product level than either of the other two statistical programs.

The primary objective of the CIR program is to produce timely, accurate data on production and shipments of selected products. The data are used to satisfy economic policy needs and for market analysis, forecasting, and decision making in the private sector. The product-level data generated by these surveys are used extensively by individual firms, trade associations, and market analysts in planning or recommending marketing and legislative strategies, particularly if their industry is significantly affected by foreign trade. Although production and shipments information are the two most common data items collected, the CIR program collects other measures also such as inventories, orders, and consumption. These surveys measure manufacturing activity in important commodity areas such as textiles and apparel, chemicals, primary metals, computer and electronic components, industrial equipment, aerospace equipment, and consumer goods.

The CIR program uses a unified data collection, processing, and publication system. The U.S. Census Bureau updates the survey panels for most reports annually and reconciles the estimates to the results of the broader-based annual survey of manufactures and the economic census, manufacturing sector. The manufacturing sector provides a complete list of all producers of the products covered by the CIR program and serves as the primary source for CIR sampling. Where a small number of producers exist, CIR surveys cover all known producers of a product. However, when the number of producers is too large, cutoff and random sampling techniques are used. Surveys are continually reviewed and modified to provide the most up-to-date information on products produced. The CIR program includes a group of mandatory and voluntary surveys. Typically the monthly and quarterly surveys are conducted on a voluntary basis. Those companies that choose not to respond to the voluntary surveys are required to submit a mandatory annual counterpart corresponding to the more frequent survey.

NORTH AMERICAN INDUSTRY CLASSIFICATION SYSTEM (NAICS), 1997

The adoption of the North American Industry Classification System (NAICS) in the 1997 Economic Census has had a major impact on the comparability of current and historic data. Approximately half of the industries in the manufacturing sector of NAICS do not have comparable industries in the Standard Industrial Classification (SIC) system that was used in the past.

While most of the change affecting the manufacturing sector was change within the sector, some industries left manufacturing and others came into manufacturing. Prominent among those that left manufacturing are logging and portions of publishing. Prominent among the industries that came into the manufacturing sector are bakeries, candy stores where candy is made on the premises, custom tailors, makers of custom draperies, and tire retreading. The net effect of the classification changes are such that if the 1997 value of shipments data for all manufacturers were tabulated on an SIC basis, it would be approximately 3 percent higher.

Listed below are the NAICS sectors:

21 Mining
22 Utilities
23 Construction
31-33 Manufacturing
42 Wholesale Trade
44-45 Retail Trade
48-49 Transportation and Warehousing
51 Information
52 Finance and Insurance
53 Real Estate and Rental and Leasing
54 Professional, Scientific, and Technical Services
55 Management of Companies and Enterprises
56 Administrative and Support and Waste Management and Remediation Services
61 Educational Services
62 Health Care and Social Assistance
71 Arts, Entertainment, and Recreation
72 Accommodation and Food Services
81 Other Services (except Public Administration)

(Not listed above are the Agriculture, Forestry, Fishing, and Hunting sector (NAICS 11), partially covered by the census of agriculture conducted by the U.S. Department of Agriculture, and the Public Administration sector (NAICS 92), covered by the census of governments conducted by the Census Bureau.)

The 20 NAICS sectors are subdivided into 96 subsectors (three-digit codes), 313 industry groups (four-digit codes), and, as implemented in the United States, 1170 industries (five- and six-digit codes).

FUNDING

The Census Bureau funds most of the surveys. However, a number of surveys are paid for either fully or partially by other Federal Government agencies or private trade associations. A few surveys are mandated, but all are authorized by Title 13 of the United States Code.

RELIABILITY OF DATA

Survey error may result from several sources including the inability to obtain information about all cases in the survey, response errors, definitional difficulties, differences in the interpretation of questions, mistakes in recording or coding the reported data, and other errors of collection, response, coverage, and estimation. These nonsampling errors also occur in complete censuses. Although no direct measurement of the biases due to these nonsampling errors has been obtained, precautionary steps were taken in all phases of the collection, processing, and tabulation of the data in an effort to minimize their influence.

A major source of bias in the published estimates is the imputing of data for nonrespondents, for late reporters, and for data that fail logic edits. Missing figures are imputed based on period-to-period movements shown by reporting firms. A figure is considered to be an impute if the value was not directly reported on the questionnaire, directly derived from other reported items, directly available from supplemental sources, or obtained from the respondent during the analytical review phase. Imputation generally is limited to a maximum of 10 percent for any one data cell. Figures with imputation rates greater than 10 percent are suppressed or footnoted. The imputation rate is not an explicit indicator of the potential error in published figures due to nonresponse, because the actual yearly movements for nonrespondents may or may not closely agree with the imputed movements. The range of difference between the actual and imputed figures is assumed to be small. The degree of uncertainty regarding the accuracy of the published data increases as the percentage of imputation increases. Figures with imputation rates above 10 percent should be used with caution.

DATA REVISIONS

Statistics for previous years may be revised as the result of corrected figures from respondents, late reports for which imputations were originally made, or other corrections. Data that have been revised by more than 5 percent from previously published data are indicated by footnotes.

DISCLOSURE

The Census Bureau collects the CIR data under the authority of Title 13, United States Code, which specifies that the information can only be used for statistical purposes and cannot be published or released in any manner that would identify a person, household, or establishment. "D" indicates that data in the cell have been suppressed to avoid disclosure of information pertaining to individual companies.

EXPLANATION OF GENERAL TERMS

Capacity. The maximum quantity of a product that can be produced in a plant in 1 day if operating for 24 hours. Includes the capacity of idle plants until the plant is reported to be destroyed, dismantled, or abandoned.

Consumption. Materials used in producing or processing a product or otherwise removing the product from the inventory.

Exports. Includes all types of products shipped to foreign countries, or to agents or exporters for reshipment to foreign countries.

Gross shipments. The quantity or value of physical shipments from domestic establishments of all products sold, transferred to other establishments of the same company, or shipped on consignment, whether for domestic or export sale or use. Shipments of products purchased for resale are omitted. Shipments of products made under toll arrangements are included.

Interplant transfers. Shipments to other domestic plants within a company for further assembly, fabrication, or manufacture.

Inventories. The quantity or value of finished goods, work in progress, and materials on hand.

Machinery in place. The number of machines of a particular type in place as of a particular date whether the machinery was used for production, prototype, or sampling, or was idle. Machinery in place includes all machinery set up in operating positions.

Net receipts. Derived by subtracting the materials held at the end of the previous month from the sum of materials used during the current month.

Production. The total volume of products produced, including: products sold; products transferred or added to inventory after adjustments for breakage, shrinkage, and obsolescence, plus any other inventory adjustment; and products that undergo further manufacture at the same establishment.

Quantities produced and consumed. Quantities of each type of product produced by a company for internal consumption within that same company.

Quantity and value of new orders. The sales value of orders received during the current reporting period for products and services to be delivered immediately or at some future date. Also represents the net sales value of contract change documents that increase or decrease the sales value of the orders to which they are related, when the parties concerned are in substantial agreement as to the amount involved. Included as orders are only those that are supported by binding legal documents such as signed contracts or letter contracts.

Quantity and value of shipments. The figures on quantity and value of shipments represent physical shipments of all products sold, transferred to other establishments of the same company, or shipped on consignment, whether for domestic or export sale. The value represents the net sales price, f.o.b. plant, to the customer or branch to which the products are shipped, net of discounts, allowances, freight charges, and returns. Shipments to a company's own branches are assigned the same value as comparable appropriate allocation of company overhead and profit. Products bought and resold without further manufacture are excluded.

Stocks. Total quantity of ending finished inventory.

Unfilled orders (backlog). Calculated by adding net new orders and subtracting net sales from the backlog at the end of the preceding year.

HISTORICAL NOTE

Data on civilian aircraft and aircraft engines have been collected by the Census Bureau since 1946. Data on the development and production of aerospace products have been collected by the Census Bureau since 1948. Historical data may be obtained from Current Industrial Reports (called Facts for Industry before 1959) available at your local Federal Depository Library.